ARTS Frequently Asked Questions

1. What is ARTS Program?

The All Roads Transportation Safety (ARTS) Program is a safety program that addresses safety programs for all public roads in the State of Oregon. This program uses federal funds from the Highway Safety Improvement Program (HSIP). This program uses a data-driven approach that uses crash data, risk factors, and other supported methods to identify the best possible locations to achieve the greatest benefits.

2. What is the purpose of the ARTS Program?

The primary objective of the ARTS Program is to select the best projects to reduce fatalities and serious injuries on all public roads in the state.

3 What is the timeline for ARTS Program?

ARTS Program will begin in 2017 and initially projects will be selected for the time period between 2017 and 2021. ODOT is currently working on developing project lists for this time period.

4. How much funding is available and how they will be allocated?

During the period of 2017 to 2021, approximately $166 million are available for the ARTS program. This funding will be allocated to each ODOT Region based on the proportion of fatalities and serious injuries occurred within the Region during the last five years. The Region split for this time period is given below:

Region 1: $54.8 million

Region 2: $56.5 million

Region 3: $25.8 million

Region 4: $18.2 million

Region 5: $11.2 million

5. What methods will be used for project selection?

ODOT will use two different methods for selecting projects- traditional 'Hotspot' method and Systemic method. ODOT Regions will be required to spend at least half of the funding for systemic projects. These two methods are designed to select the most cost-effective projects among all public roads in Oregon in order to reduce the most fatal and serious injury crashes with limited funds.

6. What is hotspot method and how the hotspot projects will be selected?

The hotspot method identifies locations with documented crash problems and select and apply appropriate countermeasure(s) to mitigate the crash problems. Hotspot countermeasures are

typically more expensive than systemic countermeasures. Examples of Hot Spot projects include installation of left-turn lane(s) or installation of new traffic signal at an intersection, conversion of a signalized intersection to a roundabout etc.

ODOT has hired a consultant to prioritize hotspot projects. These projects shall address locations with a crash history of at least one fatal or serious injury crash within the last five years. The consultant will prepare a prioritized project list (300%) for each ODOT Region using a data-driven approach. For each location, the consultant will recommend appropriate countermeasure(s) from the ODOT CRF List. Projects will be prioritized based on Benefit-Cost Ratio.

Local jurisdictions will have opportunity to submit proposals for additional local projects that may not make the consultant-prepared draft initial list. However, the number of proposals that each jurisdiction submits may be limited and proposals must be supported by data. Based on the supplemental proposals, the consultant will prepare a refined 300% list. The project selected for the addition to the Statewide Transportation Improvement Program (STIP) will be those with the highest benefit cost.

7. What is systemic method and how the systemic projects will be selected?

The systemic method takes a broader view by looking at not only the crash history, but also risks associated with an entire road/corridor and then applying proven low-cost countermeasures to reduce the risk along the entire roadway/corridor. Examples of Systemic projects include installation of curve warning signs (where they are required or recommended) on all curves along a corridor, conversion of 5-section doghouse signal heads to flashing yellow left turn arrow (FYLTA) signal heads for PPLT signal operation for all intersections with doghouse signal heads along a corridor etc.

ARTS Program consists of three areas for systemic improvements: Roadway Departure, Intersection, and Pedestrian and Bicycle. Systemic project locations may be selected from ODOT's list of priority corridors for these three areas. ODOT Regions have flexibility in determining the appropriate funding splits between these three areas; however, they should be approximately proportional to the amount of fatalities and serious injuries occurring in these areas within the Region.

Unlike hotspot approach, systemic approach is an application-based process. All the local jurisdictions and ODOT within a Region will submit application for available systemic funding. All the proposed countermeasures shall be from the ODOT CRF List. Projects will be prioritized based on Benefit-Cost Ratio (for Roadway Departure and Intersection projects) and Cost-Effectiveness Index (Pedestrian and Bicycle projects).

Different ODOT Regions may take different approaches for selecting systemic projects. However, the intent is that the ODOT Regions will prepare a 150% list based on the applications submitted. For any questions regarding systemic project selection, contact your ODOT Region Traffic Manager shown in the Contact List.

8. Can the same countermeasures be used for Hot Spot as Systemic projects? Can a single location use a systemic approach?

Hot Spot projects are more focused on a particular location that may have multiple causes to address. Hot Spot measures include a comprehensive list of possible proven measures ranging from low cost to high cost and suitable to addressing any particular location. Systemic projects focus more on corridors or areas trying to address the most prevalent cause. Systemic measures are limited to a few low cost proven measures that are ideal for applying over a corridor.

While some of the same countermeasures may overlap between Hot Spot and Systemic, Hot Spot projects should address the best multiple solutions for a particular location.

Systemic projects should be a corridor or area showing the same crash trends within the same corridor. Systemic projects should consist of at least two adjacent locations that would benefit from the same application.

9. If a local jurisdiction has supplemental crash data, can that data be used during the project selection process?

ODOT recognizes that some larger jurisdictions may have supplemental crash data that might be different from ODOT crash data. This data can't be used for project prioritization i.e. for benefit/cost analysis. For fairness and consistency, crash data obtained from ODOT Crash Reports only need to be used for analysis purposes. However, the supplemental data may be used in selecting appropriate countermeasure for a given location.

10. How the final project list will be prepared?

All projects listed in the refined lists above (for both hotspot and systemic) will go through multi-discipline assessment to verify the proposed solution and a finalized list (100%) will be prepared based on the best cost and best solution.

11. Can a hotspot or systemic safety project from the final list be combined with another Statewide Transportation Improvement Program (STIP) project at the same location?

Yes, if a hotspot and systemic safety project from the final list is at a location where another STIP project is planned, these two projects may be combined for efficiency. Similarly, if a hotspot project is selected in a location that is in the corridor where there will be a systemic project; these two projects may be combined to a single project for efficient design and delivery of the project. This would typically occur after project lists are completed and before the STIP is adopted.

12. Who will design and deliver the projects?

Once a final 100% list has been produced, ODOT Regions will work with the local jurisdictions to determine the delivery methods, timelines, and delivery agencies. For local projects, ODOT Regions will work with local jurisdictions to develop an Intergovernmental Agreement (IGA). The delivering agency will be responsible for timely and fiscally responsible delivery.

13. Will a local match be required for selected projects?

The Federal HSIP currently requires a 7.78% match for projects. This will require local agencies to contribute 7.78% of the total project cost. However, if a local agency fails to identify local matching fund, the local agency and ODOT Region should work together to develop a funding plan for local match subject to ODOT Highway Administrator's approval.

14. Do HSIP projects follow STIP process?

All the projects selected under ARTS program will follow the STIP process. Refer to STIP website for more information on STIP process, stakeholder involvement etc.

15. Do the engineering countermeasures impact driver behaviors such as drinking and driving and speeding?

A direct relationship between individual contributing factors and particular countermeasures does not exist. However, while the roadway may have not been a contributing factor the improvement of the roadway may prevent similar crashes in the future. For example, a driver who is intoxicated may cross into oncoming lanes but an engineering countermeasure (such as median barrier or centerline rumble strips) may help prevent that crash from occurring in the future.

The effectiveness of countermeasures at reducing crashes is developed using all types and causes of crashes. The Crash Reduction Factor takes into account all driver behaviors that may or may not be occurring and averages their usefulness at mitigating the crashes. Some engineering judgment may be needed to be used to determine the appropriate countermeasure of a site if that site is overrepresented in some poor driver behavior causes. But perhaps the poor driver behaviors may just reveal the potential areas where improvements may have the most benefit.

16. Who should I contact if there are any questions?

For any questions regarding the ARTS Program, contact your ODOT Region Traffic Manager listed in the Contact List.